

Auto Heraldings

If you can own an automobile you can own a liberty bond or two. If you haven't an automobile liberty bonds will buy you one after the war.

The story of the seventy-five per cent curtailment of automobile production seems to have been made out of whole cloth, and happened this way: A zealous reporter of a press association trying to get advance reports of the recommendations of the National Automobile Dealers' Association, in session here, asked—Was the reduction to be twenty-five per cent? No. Was it to be fifty per cent? No. Seventy-five per cent? Someone derisively laughed and the puffed news gatherer sent the canard broadcast that the industry was to be limited to twenty-five per cent of its present productive capacity—and that's all there is to the story.

However, the curtailment of production in the automobile industry actually recommended will be given to the public tomorrow, but it will be away below seventy-five per cent.

We had the pleasure of meeting Mr. F. W. A. Vesper, president of the National Automobile Dealers' Association, who has been attending the sessions here for some time. Mr. Vesper is prominent in the automobile industry in and about St. Louis, where he handles the Buick. His description of the ease with which the Third Liberty Loan was put across in St. Louis was quite interesting.

Washington is today the greatest demonstration point in the world for every branch of auto manufacture. More men of affairs and representatives of "big business" are to be found in the World's Capital every day than can be seen in any one place in the universe, every man of whom is more or less interested in the automobile and in the extension and application of its usefulness. All of which should be impressed on the mind of every manufacturer to the end that dealers here should be able to supply every demand made on them.

Seneca G. Lewis, general manager of the Pennsylvania Rubber Co., manufacturers of Vacuum Cup Tires, has been in Washington the past week looking over their new factory branch at 605 Thirteenth street. The Pennsylvania Rubber Company is certainly well represented here, as President DuPuy is doing his mightiest as a dollar-a-year man in the Food Administration.

Carelessness of automobilists caused a waste of more than \$150,000,000 in tires last year, according to the estimate of the Goodyear Tire and Rubber Company, which warns the public to use greater care to conserve the rubber in all forms, as it is needed to win the war.

The other day, at Fourteenth and G streets, the traffic policeman stopped a pedestrian who was "jaywalking" across the street and, pointing out to him the crosswalk, said: "There's where it's best for you to go." As has often been admitted by all save those whose interest does not lie in admitting it, the pedestrian is all too often to blame for motor car accidents. Careless walking is one of his chief offenses, or mistakes in judgment—as you will—and the tendency to cut diagonally from one side of the road to the other, instead of using the regular crosswalks.

The officer I speak of did a good thing when he spoke to the pedestrian about "jaywalking," as they call it out West. If policemen generally exercised control over pedestrian traffic there would be decidedly fewer accidents. But the pedestrian never has been under restraint—even for his own good—and not only has he been encouraged to think the earth and the fulness thereof is his, but also he hasn't been taught the respect for law and traffic control that is part of the upbringing of the motorist.

Let me say this: It is a blaine sight harder to curb the reckless pedestrian than it is the reckless motorist.

Quartermaster Corps Now Uses Auto Trucks Largely

Independent of railroad transportation, the motor division of the Quartermaster Corps of the army is now operating truck trains in all sections of the country. These trains are composed of the successful new standardized army trucks known as "Truck B." As rapidly as the trucks are turned out by the various factories manufacturing them, they are turned over to units of the motor division for delivery. The inspecting officer at the plant notifies the commanding officer at the camp or cantonment to which the trucks are consigned and he sends a detachment of officers and men to receive the trucks and deliver them.

Saves Time and Cost. By this system the army is not only saving time and transportation costs, but it is training men and putting new trucks into working condition simultaneously.

On a recent test run from Lima, Ohio, to Baltimore, a detachment of forty-five men from Camp Meade and Camp Devens, were sent to bring twenty trucks across the country. Not one of the men in the detachment had ever seen one of the new trucks. Nor had the trucks been taken over the road. The observers detailed by the War Department gave the men no instructions. The idea was to see how a detachment of American soldiers of the National Army would handle the new trucks delivered at a port in France for immediate use in actual warfare.

The experiment worked like a charm. The first day out the men were cautious and the trucks were still, owing to tight assembling. After the first day everything went smoothly. No accidents occurred that were not easily remedied with a monkey-wrench. The observers would allow no spare parts to be carried. They were not needed.

Camped by Roadside. The soldiers carried their own bedding, ration, and a camp cook stove. At the end of each day's run they camped by the roadside. In fact, the entire run was made as though under actual war conditions. The record of



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IMPORTANT POINTS FOR AUTO BUYERS

Manager Gives Some Necessary Hints to Prospective Purchasers.

"A motor car is an important investment," says Mr. H. H. Mundy, "and it is only fair that the prospective purchaser be taught the essentials of motor car knowledge before investing his money."

"Before selecting a motor car, the buyer should carefully consider each of these ten important points: (1) economy; (2) power and flexibility; (3) convenience; (4) comfort; (5) safety; (6) convenience; (7) ease and care; (8) easy riding; (9) beauty; (10) style. It is not necessary to consider these points in order as stated, although it would be a safe plan to follow."

"Economy has been given preference for the reason that it is the important point of the hour. Buy a car having an economical record, one that will give you a maximum amount of mileage for each gallon of gasoline. This is governed by the type of motor, bearings, lubrication and weight."

"The next important essential to watch is for power. You want power in an automobile. You want to be able to go anywhere. You do not want to feel any limitations in this respect."

"Durability is something we all seek in making a purchase. It is especially important when one considers the amount involved. This item depends on the integrity of the maker, his honesty, his ideals, his standards. A good way to judge this is to notice the number of cars of any particular make in use. This is as a rule, a guide to follow."

"Convenience and comfort are important, too. Buy a car that gives you the little things that make motoring enjoyable and free from care. Select your motor car with this knowledge and without mistakes."

Automobile a Stimulus for Better Business

In discussing the uses to which the automobile is put, Ed. Neumeier, of the Neumeier Motor Company, Mitchell distributors, said "D. C. Durand, president of the Mitchell Motor Company, made the assertion recently that 80 per cent of the automobiles in America were used strictly for business or semi-business purposes, and from conversations I have had with our own customers, I am convinced that this estimate is a conservative one."

"For instance, recall for a moment the business man or woman of ten, yes, even five years ago. At the end of the week tired and weary from the press of business, he sought the great out-of-doors for the recreation, the rejuvenation he needed. His brain cells had been torn down by the rigors of business. He was brain-fagged and tired. What did he do? Boarded a train and went away. He didn't get on that train just to have a ride. Not by any means, he simply wanted and needed a change of scene. And in his new surroundings he rejuvenated himself and returned to his work on Monday with new vigor—a fresher and a more active man."

"The business man of 1918 will need even more of just that sort of thing than the man of 1912, because he is doing double work and is driving ahead with greater speed than ever before."

"The men of 1912 didn't jump on the train simply for the ride—for the pleasure of spinning along over steel rails; and the men of 1918 aren't using their automobiles for pleasure, either. While it is true that they might ride out into the open country frequently, still they are doing it to get to and to give their minds and bodies the rest necessary to fit them for the work that must be done to win the war."

"What's that I mean by a semi-business purpose? It might be called pleasure, if you would call eating a pleasure, taking a tonic a pleasure, or keeping one's self fit a pleasure. But the big thought back of it all is an earnest and sincere desire on the part of American business men and women to be in condition and stay in condition to shoulder any responsibility, any extra work that might be necessary to win the war."

U. S. TRUCKS RUSH ALLIES TO BATTLE

Reports to the War Department this week revealed the fact that one-half of the allied mobile army in France was moved in American-made motor trucks to meet the German offensive. At least 50 per cent of the motor trucks now in the allied service came from the United States.

Mr. Harry S. Hout, president of the Hudson Motor Car Company of New York has said: "Newspapers are the dominant interests of the nation. Millions of eyes search its columns. History making reports from all over the world come all day long from the newspaper presses. World events more thrilling than any fiction have captured the primary interest of the public. The newspaper right now is the most effective medium possible to tell a story."

SPEAKING OF SPRING

By WALT MASON.

THE Spring is here, with bees and birds, and so I raise my spool; give whiz. I simply can't find words to tell how good I feel. I always wheeze and sneeze and cough when Winter's blasts are sprung; the Winter froze my sideboards off, and spoiled my labored lung. The Winter, long and dark and cold, puts cramps in any lad; the Winter made me feel so old I felt like Noah's dad.

The Springtime brightens up the plains, rejuvenating men, and I can take my trusty car and hit the road again.

The wise men say, "With war on deck, efficiency's the plan; and every man must sprain his neck and do the best he can. And if a man would do his best, would get right down to tasks, and show some curves in vim and zest he must at times relax. He can't keep up a winning gait, no prizes will be won, unless he keeps his head on straight, and has his share of fun."

All day I work to beat the

band, that I may buy Thrift Stamps; I'm sawing wood, I'm pounding sand, I'm cleaning coal-oil lamps; I'm loading hay on creaking wagons, I'm painting barn or gate; and then at dusk I take my car, and ride nine miles or eight. And then I am no longer stale, the ride refreshes me; tomorrow I can earn more kale, and buy a stamp or three.

The Springtime is a lovely thing, for then the flowers upshoot, and then the hens and robins sing, and lay all kinds of fruit. And that is when we ought to sow our prunes and nutmeg seeds, and slosh around with spade and hoe, and kill the growing weeds. It is a patriotic stunt to cultivate our greens, to feed the armies at the front, and can the submarines.

So we should keep our nerve and pep, we should not loaf or lag, or moon around with dragging step, like some old treadmill nag. And I prescribe a car to keep the boys in trim, to drive away Spring's aches and pain, and fill their breasts with vim.

Some Causes and Cures For Overheating Engines

One of a Series of Articles by an Expert for the Guidance of Automobile Owners.

Though overheating of the engine is by no means a condition confined to summer operation of the automobile, it is one which gives its greatest trouble during the warm weather, and also is more prevalent then. Overheating is just as bad for the engine as it is inconvenient for the driver to operate his car at such a time. Few of them realize that excessive overheating may reduce the life of the engine to a considerable extent. Some present makes of cars are quite well known for their heating proclivities, especially during the summer months, and owners of such vehicles are well aware that measures must be taken to reduce the heating periods.

Overheating has many causes. The new owner readily understands that if he runs his engine at a retarded spark for any length of time the engine will overheat; that is, the water will boil and steam will issue from the overflow pipe and from around the filler cap on the radiator. The action with retarded spark is quite well appreciated, but the average owner does not understand the fundamental reason for this. On a retarded spark, the spark occurs as the piston is descending, and of course when it is descending, there is more wall exposed than though it were at the top. Thus on a retarded spark the spark occurs when there is a large wall area exposed to the flame of explosion, hence more heat is sent into the cooling water and the hotter it gets. On an advanced spark there is not so much wall area exposed to the flame and the heat loss through the jacket water is not so much. It very often happens that an owner must run on retarded spark up a steep grade in order to prevent the engine from knocking. When the top of the grade is reached the engine is hot and water is boiling. If this is "habit" with the engine, which will take the spark even on a slight grade, the thing to investigate first is the cause for the knocking, so that it will be possible to use a little more advance.

It is quite natural that anything in the water system tending to impede water circulation will soon cause the water to boil. The usual thing for the owner to do is to look into the upper neck while the engine is running and notice if there is visible signs of circulation. If the water seems to be moving then circulation is all right and the cause is elsewhere.

If the circulation is not all right, then an attempt must be made to find out what the trouble is. In a thermosiphon system the only thing that can possibly prevent circulation is an obstruction in the radiator or the engine side of the water system. The simple draining of the radiator will tell one, by watching the rate of flow from the drain, whether there is an obstruction in it. If there is no drain in the engine part of the system, that cannot be tested in the same way. If the radiator is obstructed it may be caused by an accumulation of mud in the lower tank or in the small openings in the core. A radiator repair station should have the job. Often air under pressure forced through clears the passages, but the trouble may occur immediately after the system is thoroughly cleaned. This brings up the importance of having the whole cooling system gone over at the very beginning of the touring season, so there will not be trouble later. Incidentally it might be mentioned that the average owner cares very little about the kind of water he uses and whether or not it is clean. A little dirt poured in each time soon brings about a decomposition and a clogging up of the system. Operation of the engine with impeded circulation will not be at its best because it will run generally a little hotter.

A pump system unlike the thermosiphon cannot cool efficiently unless the pump is forcing the water around. The system is not designed to give natural cooling, hence if anything goes wrong with the pump there is bound to be no circulation and overheating. In some engines thermostat is used in the water line and if for any reason the thermostat should fail to open as the water gets heated the water passage will naturally be restricted and over-heating will follow. The thermostat, be it remembered, does not help to cool the engine once it gets hot, but helps only to bring it to its proper heat after the water is cold.

Carbon is another common cause of overheating. When there is carbon on the piston tops and cylinders in appreciable quantity overheating is bound to result. In fact a good indication that carbon is present is formed when overheating and lack of power with back firing and knocking

CARELESSNESS CAUSE OF IGNITION TROUBLE

Starting and Lighting System Will "Behave" if Given a Fair Chance.

The starting and lighting system of our present-day cars is highly developed and is practically free from inherent defects. Trouble is directly attributable in the majority of cases to carelessness or lack of information of the functions of the various parts of the system, says a writer in Motor.

The storage battery is the weakest point of the system in that it requires the most attention, but even if, given half a chance, will do all that can be reasonably expected of it.

Two of my friends in the early fall were discussing the advisability of attaching some form of priming device to insure easy starting. One had decided to use a certain well advertised primer, while the other concluded he would not as his motor was "always" right.

When their cars were put up for the balance of the winter the batteries were removed and I had an opportunity to observe that the battery of the fellow who did not use a primer indicated advanced sulphation while the other battery was in excellent condition.

The cause of this state of affairs was plain. A motor with the oil on all lubricated parts congealed requires a great deal more power to turn it over and the low quality of the mixture from a cold carburetor calls for a greater amount of spinning which two conditions overtax the battery.

A good priming device, and there are several on the market, by insuring a rich starting mixture would call for a minimum amount of motor spinning and thus greatly lessen the drain on the battery.

Then, also, the lights are used to a much greater extent in the winter, thus depriving the battery of much needed charging current.

Often opportunities present themselves, especially in city driving, to run with dimmed lights, and this expedient for saving current should be resorted to in the winter months. "Probably the greatest source of battery trouble and short life results from not keeping the plates covered by the addition of pure distilled water. The addition of water should be made about once a fortnight during the open season, but it is so easy to overlook the matter that I have mounted a small piece of unglazed white celluloid on the dash with the months printed thereon in a vertical column and opposite these I mark the day of the month on which I inspect the battery."

This matter of adding water is so important that some car manufacturers place a warning on the dash or floor boards.

are in combination. Carbon causes pre-ignition and knocking, because the mixture is ignited at the wrong time. That means without regard for spark occurrence.

Of course an engine that is heavily carbonized will need frequent water replenishing. With such an engine, a badly carbonized one, it matters little whether the spark is retarded or not, there will be knocking. The power will fall off and hill climbing on high is difficult. In other words the carbonized condition brings about others which in turn may cause overheating. There is nothing else to do to stop this overheating from carbon except to have the carbon removed. It even is a good plan to have it done on the road, where many shops advertise that the work will be done for something like 40 or 50 cents per cylinder, using oxygen for the work.

But overheating has other causes. Valve and ignition timing play a heavy part, so does carburetion, and so do other parts of the car outside of the engine. Take carburetion. A poor mixture burning slowly gives ex-

THE LIVING DEAD

I saw a shell-plowed battlefield and bodies, shattered and torn, still and cold. I knew that these had once been men; men that had given their all that I might live. And then I heard the Voice of Night, and it came to me like the soft murmur of the wind in the trees.... they do not die who fall here, Brother—they become the Living Dead.... and I cried to heaven.... Oh, God, give me strength and heart to do my share.

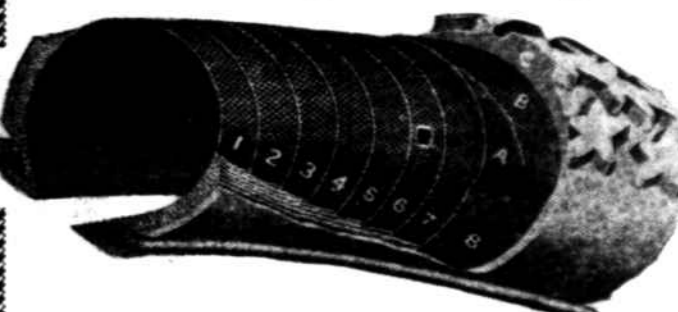
actly the same results as running on retarded spark. The flame still burning when it should not, comes in contact with a large wall area. That means excessive heating. At the same time the poor mixture does not give the same power that a good mixture would, and you again have a contributing cause of overheating. With modern carburetors it is an easy matter to get the mixture right, because the adjustment range is unusually wide. Those who are using kerosene or kerosene mixture may have the overheating trouble because of excessive compression (placing a plate between cylinder head and motor block or under the block) or feeding water with the mixture.

Valve and ignition timing as mentioned play a part in heating. But these conditions usually do not take place in an instant on the road. They are of long standing in most cases.

Of course, if the engine is permitted to run with insufficient oil it is clear to see that the parts which ordinarily are separated by a film of oil will rub against one another, generate more heat and thus heat the engine excessively. It is also easy to see that if a poor body of oil is used the film breaks down and the parts rub slightly. Rubbing a little for a long time is as bad as a great deal for a short time.

If the owner could see the actual results of the overheating he would readily understand that the condition should be attended to immediately. Much of the cylinders and pistons is due to running overheated. It does not matter how short the period of overheating may be, in the aggregate they do a great deal of damage.

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34x4	18.85	21.75	3.30	31.15	34.00
34x4	19.80	22.70	3.40	31.90	35.90
34x4	20.30	23.20	3.45	32.80	36.80
34x4 1/2	22.35	25.25	3.60	32.85	36.85
34x4 1/2	24.35	27.25	4.00	32.85	36.85
34x4 1/2	25.35	28.25	4.05	34.85	38.20
34x4 1/2	26.35	29.25	4.15	35.70	39.20
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